

DEATHS FOR FATAL CRASH

Fatal Crash of Freight Train
and Trolley Car at a Cross-
ing in the Bronx.

ONE KILLED, TWO HURT

Massachusetts Spends \$10,500,000 in
the Same Period That New
York Spends \$367,000.

CHARGE AGAINST MR. ODELL

The City and Railroad Ready, Says the
Central's Vice President, but the
State Permits Slaughter.

Both city and railroad officials declared yesterday that the policy of Governor Odell and the State Legislature in withholding appropriations for the abolition of grade crossings is responsible for the accident at 138th street and Willow avenue, at eight o'clock, yesterday morning, in which Felix McCabe, a motorman, was killed, and two passengers severely injured.

At this point, which is one of the most dangerous grade crossings in the city, a southbound freight train on the New York, New Haven and Hartford Railroad crashed into an eastbound trolley car of the Union Line, hurled it against an iron post and smashed it to splinters. Only a few men were on the car, and all but two jumped in time to escape being hurt.

Gates and a safety switch are provided at this crossing, but both the trainmen and those on the trolley say that the gates were lifted too soon. Frederick Winkler, the gateman, said that the car ran into the gate when it was down and forced it up. There were no marks on the gate arms to show that they had been struck. The gateman was arrested.

Frederick Heller, of No. 617 Cortlandt avenue, and John Potter, of No. 272 West 115th street, were badly cut and bruised and were taken to the Lincoln Hospital. They were standing on the rear platform and did not jump soon enough to escape the flying splinters and the shock.

W. J. Wilgus, fifth vice president of the New York Central and Hudson River Railroad, when told of the accident, said that the State and Governor Odell's veto were really responsible for all these grade crossing accidents.

"The New York Central Railroad," said Mr. Wilgus, "is more deeply interested in having these crossings removed than I can tell you, and I think the other roads in the State feel the same way, but the State of New York has refused to pay the one-fourth share of the expense of doing the work."

In 1894 a grade crossing law was passed by the legislature, providing that the railroad companies should pay one-half the expense of depressing or elevating their tracks at grade crossings, and that the town or municipality would pay one-fourth, and the State one-fourth. For five years after that the State appropriated the small sum of \$100,000 annually for this work, and last year Governor Odell vetoed the usual appropriation. That forced the railroad companies to pay the additional one-fourth themselves.

"But the New York Central company has made a contract with the city to eliminate all its grade crossings, and the company and the city volunteering all the expenses. The cost of doing the work from 150th street to the East River is estimated at \$1,000,000. The rate of the city is \$200,000, and the State one-fourth. This will be more than half a million dollars."

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Mr. Wilgus said Massachusetts had appropriated \$10,500,000 to abolish grade crossings, while New York spent only \$367,000 for the same purpose.

Not alone this accident to-day, but the recent accident at New Rochelle, in which several school children were killed, seems to exert a pressure of public opinion on the legislature at Albany ready to do this work, but there isn't a cent in sight from the State.

Louis Haffen, President of the Borough of the Bronx, made practically the same statement as made by Mr. Wilgus. "This accident," he said, "occurred on the New York, New Haven and Hartford tracks, but so far as I am informed, it could not have occurred anywhere in the State of Connecticut, for there all the grade crossings have been eliminated. Here we are handicapped in order to make the crossing safe at 138th street and Willow avenue it would be necessary to build a bridge at \$700,000. The cost of doing the work from 150th street to the East River is estimated at \$1,000,000. The rate of the city is \$200,000, and the State one-fourth. This will be more than half a million dollars."

SAVES HUNDREDS AT RISK OF LIFE

Fireman Is Injured Stopping Pair of
Runaway Horses in Will-
iamsburg.

Through the bravery of Charles Heel, engineer of Fire Engine Company No. 12, Williamsburg, many persons were saved from injury yesterday afternoon. At the peril of his own life Heel stopped a runaway pair of horses belonging to a Fulton street department store, but not before he had been severely hurt. The driver of the team, Charles Covert, of No. 502 Stone avenue, was probably mortally injured.

The horses were running down Broadway and Covert street, where they were frightened by a steam whistle and ran away, many of the terrified passengers leaping out. Freeing themselves from the truck Covert, clinging to the lines, was pulled from his seat and dragged along Broadway for more than two hundred feet.

With the pole between them and the crowd trailing the horses ran down Broadway. When near Halsey street the horses ran into a car, and many of the terrified passengers leaping out. Freeing themselves from the truck Covert, clinging to the lines, was pulled from his seat and dragged along Broadway for more than two hundred feet.

He was thrown from his feet, trampled and dragged for two blocks. One of the horses then stumbled and fell, pulling down its mate.

Heed's brave act was witnessed by hundreds, who loudly cheered him. He was badly bruised, but will recover.

HEIR FOUND FOR BIG ESTATE.

John Robert Martin, of New York, Inherits Property Left by a
Scottish Ancestor.

OGDENSBURG, N. Y., Monday.—John Robert Martin, railroad car inspector in New York, has inherited the estate of John Martin, of Carlsruhe, Scotland. It had been believed that all the heirs were dead, and simply as a legal formality proofs of the death of several heirs formerly residing in Ogdenburg were being taken here when the discovery was made to-day of the existence of John R. Martin in New York, the sole surviving heir.

Depositions of residents of Norwood, where he formerly resided, thoroughly established his identity and his right to the vast landed property of his ancestor.



FLIRTING.

TO WHIP CASTRO HIS SOLE DESIRE

Adventurous Jersey City Man Back
from Venezuela, but Will
Seek His Revenge.

FOUGHT IN MANY BATTLES

Declares He Was Not Granted Immunity
Promised—American Consul
Interceded for Him.

Broken in health and worn with the privations he had to undergo while campaigning for a year with the Venezuelan revolutionists, Hathaway M. Dickinson, who disappeared from his home in Jersey City in June, 1902, returned yesterday, arriving on the Caracas, of the Red Line.

His enthusiasm for revolution is so far from quenched that almost the first words he said to a Herald reporter who met him at the pier were of his return to Venezuela to renew the fight against President Castro.

"You know how I came to return," he said. "After our surrender I was pardoned upon my promise to leave the country by the first steamer and never return to Venezuela. Castro made me promise that, but I'll go back and make him pay for his treatment of my commander and myself. How soon? When there is another revolution. When will that be? I know. Maybe in a year, maybe before. A little money and a leader are all that is needed to start a revolution there on a moment's notice."

Mr. Dickinson is only twenty-two years old, but he has had an experience which comes to few young Americans. He left home on June 3 of last year, and it was not until two months later that his parents learned through a cable despatch in the Herald that he had gone to Venezuela.

"When I found that I would have to renounce my American citizenship to enter Venezuela," Mr. Dickinson said, "I was successful. I would have been handsomely rewarded, but as I was not greatly concerned, for it was the fighting and adventure I was seeking, and there was plenty of that to be had."

He joined the forces of General Ramos, and soon afterward was appointed an aide-de-camp, with the rank of commandant, which corresponded to the rank of major in the American army.

Under General Ramos he fought in all the principal battles of the war, including that of Las Canoas, when four hundred revolutionists, outnumbered two to one by the government forces, six times charged up a hill and in the end lost three-quarters of their number in dead and wounded.

He was with General Ramos in the battle of Aragua de Barcelona, when the revolutionists won their greatest victory, and suffered an overwhelming defeat with his comrades at La Victoria. Then there was the fight at El Guapo, which was unsuccessful, though after the revolutionists retreated, and finally he ended his career, so far as the revolution is concerned, with the decisive victory of Castro's forces at Ciudad Bolivar.

When he surrendered I was promised immunity, and that I might leave the country without molestation," said Mr. Dickinson, "but my treatment was quite the reverse. I was kept in prison for six months after the American consul had intervened in my behalf that I was finally allowed to go."

If you cannot attend the Cup Races keep your eye on the Broadway bulletin service of the EVENING TELEGRAM. It will have unique features this year, but will duplicate its old time triumphs for speed and accuracy.

14 HURT IN NAVY YARD

Shower of Bolts Strikes Workmen
on the Battle Ship Connecticut.

Fourteen men were injured yesterday at the New York Navy Yard while working upon the new battle ship Connecticut. Riveting of the steel plates on the battle ship is under way, and riveting machines were pounding at the hot bolts yesterday when dozens of the bolts flew in a shower upon the workmen. Many of them were hit on the head and body.

None of the cases was serious.

Gloomy View Over Panama Treaty

Colombian Charge d'Affaires in Washington Admits
That the Canal Convention Appears to
Have Been Rejected Finally.

(CONTINUED FROM PAGE THREE.)

He admitted that the despatch from Minister Beaupre was received at the State Department yesterday. The most plausible explanation for the delay in making public the news is that the administration still hoped that something might be done to save the treaty in the Senate.

Dr. Herran to-night took a very hopeless view of the situation and said that, while it was barely possible that favorable action in the Colombian House might induce the Senate to reopen the question, still it was altogether improbable that the House would be called on to act, in view of the unanimous action of the upper branch.

When shown the Minister's cablegram from Bogota, giving the details of the Senate's action, Dr. Herran said it was similar in tone to that received by him from the Colombian Minister of Foreign Affairs. He said there were expressions of both cabinets which he found it difficult to interpret.

Dr. Herran, in speaking of that part of the Herald's cablegram which referred to a proposed modification of the Colombian treaty, said that two years would be required to begin such a change in the constitution.

Mr. Ade's only reply to-night to various questions framed to clear up much of the uncertainty surrounding the situation was this:—

"Colombian Canal matters I will not discuss. I have been away in Europe until recently and am not posted thoroughly on all the steps in the negotiations."

"The news is bad but I confess not surprising. The treaty's fall is absolutely dead. But I must confess that weeks ago in direct official and private cablegrams from Bogota, the opposition to the treaty had been made known to me. I will not say the treaty is rejected, but I fear the worst."

"I received a telegram from a private source in New York last night hinting that the treaty had failed in the Senate. I was roused quite late by the receipt of this despatch, and I was not certain of the facts until I was acquainted with the official cablegram received at the State Department from Mr. Beaupre, the American Minister. That left no doubt as to what had happened."

"Further confirmation of the bad news came to-day in a cablegram from the Minister of Foreign Affairs, simply announcing that the Senate had rejected the treaty on August 12. These are all the facts I have, and until I am more fully advised I do not want to speculate."

"I can do nothing until I hear from the government. If the vote had been close I might have requested the State Department, without authority from my government, to sign a convention with me, extending the time limit for the exchange of ratifications, which expires by September 23. But what would be the use of this if the people of Colombia are opposed to the treaty?"

MR. MORGAN POINTS OUT NATION'S DUTY

Senator Declares That Congressional
Appropriation Should Be Applied
to the Nicaragua Route.

HERALD BUREAU,
No. 734 FIFTEENTH STREET, N. W.,
WASHINGTON, D. C., Monday.

Senator John T. Morgan, of Alabama, Chairman of the Inter-oceanic Canal Committee of the Senate, who has spent more than a quarter of a century of public life in the struggle for an interoceanic waterway to be controlled by the United States, was first informed to-day by the Herald Bureau here of the rejection of the canal treaty by the Colombian Senate. From his summer home in Warm Springs, Va., he telegraphed to-night this statement to the Herald Bureau:—

"If the Colombian Congress has rejected the treaty it is because Colombia has respect for her constitution, a care for the integrity of her territorial limits, a desire for permanent relations of friendship with the United States and a regard for her financial interests. All of which dignity that Republic in the estimation of other nations and peoples."

"Our duty prescribed and enjoined by law is to apply the appropriation made by act of Congress to the Nicaragua route, to which there is no valid objection of any sort. With the cordial assent and cooperation of Costa Rica and Nicaragua, republics that have always dealt with us in a spirit of sincere friendship and confidence, the canal will be speedily opened to the commerce of the world and all the nations will rejoice with our people."

Senator Gorman further thinks that the President should turn to the Nicaragua route.

He had all along believed that Senator Morgan had a thorough and comprehensive grasp of the whole canal situation, and that the present status of the case is a complete vindication of Senator Morgan's attitude.

Senator Gorman furthermore thinks that the President should turn to the Nicaragua route.

LAKE GIVES UP MISSING COUPLE

Bodies of Young Evans and Miss
Brown Found Near Where
They Drowned.

\$100,000 LEGACY JUST DUE
Harvard Man Would Have Received His In-
heritance on Day His Fate in Ad-
miral's Hands Was Learned.

[SPECIAL DESPATCH TO THE HERALD.]
UTICA, N. Y., Monday.—On the day he would have come to an inheritance of \$100,000 from his father's estate the body of George H. Evans, member of the class of 1900 of Harvard, was found floating in Canada Lake.

Not so long after, the body of Miss Florence Brown, of New York, who was last seen in the boat with young Evans, was brought to the surface by grappling irons, and later, after the Coroner had viewed them, both bodies were taken to Johnstown.

Evans' body was discovered this morning by Henry Howgate, of Amsterdam, and J. H. Lynch, of Albany, midway between Niagara Falls and the lake. In a place where the body was found was dynamite and it is presumed that this caused the body to rise.

The tragic fate which befell Evans and Miss Brown has revealed the fact that they were sweethearts, although Evans was engaged to marry Miss Edith Weston of Pittsburg. The following letter written by Miss Brown to a friend in New York has been made public.

"My DEAREST CHIEF—We have been up here at Canada Lake for the last two weeks. It is useless to say that I am enjoying myself. This morning I was out with a party on a steam launch and expected to go rowing this afternoon. Am just as downhearted as can be. The tragedy of a young man here I'm almost in love with, and his fiancée is coming this evening. I have never seen her, but she is a beauty. Lovingly, FLOESSIE."

All sorts of surmises concerning how the young couple met their deaths are afloat. Those who know the circumstances will ever believe that it was an accident. Miss Worth has been at Canada Lake since the night of the disappearance, which occurred, August 10, and has been grief-stricken over the occurrence.

Evans' father, from whom he was to inherit the money, was in the glove business in Gloversville, N. Y.

Overwhelmed with grief, the relatives of Miss Florence Brown gathered at her home, No. 236 West Thirtieth street, yesterday and bemoaned the girl's sad fate. What made the news of her death especially hard to bear was the hope that she was downhearted as can be seen from the letter she had written to her father.

Miss Brown's father left for Canada Lake soon after the news of the finding of her body was received. He will bring it back to this city with him for interment.

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SHIP SURGEON DROWNED

Body Found in North River Said to
Be That of Dr. Corbett, of the
Anchor Liner Astoria.

In the North River, off Fifty-seventh street, yesterday a body of a man believed to be that of Dr. J. M. Corbett, a ship's surgeon connected with the Anchor line, was found by Edward Borden, a boatman. The body was removed to the Morgue.

On the third finger of the left hand was a diamond ring, and one was found in a vest pocket. Papers and letters found on the body indicated that he was Dr. Corbett. In one of the pockets was a ticket for a gold watch that was pawned in Glasgow July 21, 1902.

The description of the man found in the river tallies with that of the missing ship's surgeon.

There were no marks of violence on the body. In addition to the rings the man wore a gold watch and chain, the latter having a sovereign charm attached.

From a member of the crew of the steamship Columbia, now lying at the Anchor Line Pier, it was learned that Dr. J. M. Corbett was surgeon on the steamship Astoria, of that line. When the Astoria sailed on Sunday for Glasgow Dr. Corbett was not aboard. Dr. McIntyre, surgeon on the Columbia, had remarked that "Corbett must have run away."

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RAY W. JONES ACCUSED

Lieutenant Governor of Minnesota
Charged with Cutting Gov-
ernment Timber.

[SPECIAL DESPATCH TO THE HERALD.]
ST. PAUL, Minn., Monday.—Lieutenant Governor Ray W. Jones, of Minnesota, and Thomas Shevlin, member of the Republican National Committee and a millionaire lumberman of Minnesota, have again come into prominence through charges recently made by a St. Paul newspaper.

The charges are that Jones, as president of the Commonwealth Lumber Company, against which a suit for \$115,000 has been brought, has been cutting timber on government reservations. Mr. Jones is a member of the United States Court at Pergus Falls.

Jones and Shevlin and others in the company have been cutting timber on the White Earth reservation under the "dead and down" act. It is alleged that eight million feet of perfectly good green timber was taken along by the timber crews when the "dead and down" act was in force.

The suit promises to become of considerable political import because of the party relationship of the leading members of the lumber company.

When you buy CANOES, DORIES, TENTS AND SUPPLIES for the Launch, Yacht and Camp come to us and be sure of getting what you want at our lowest prices. Our business has given our stock highest quality, greatest variety, and our methods of individuality that has popularized our store, increased our business and pleased our patrons.

Indian Canoes, \$25 and \$50; Dories, \$25, Heavy 8 or Canvas Tent, with poles and stakes, \$25, \$30, \$40, \$50, \$60, \$70, \$80, \$90, \$100, \$120, \$150, \$200.

Genuine Lumber Marine Glasses, gasoline pumps, \$150; high class canvas working suits, \$100; and all the latest in the Lumber, Tent and Marine Hardware.

JOHN C. HOPKINS & CO., 110 Chambers st.

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Dr. Lyon's

PERFECT
Tooth Powder

Used by people of refinement
for over a quarter of a century

PREPARED BY
J. W. Lyon, D.D.S.

SANTAL-MIDY
relieves
CHRONIC BRONCHITIS,
Catarrh of the Bladder and
KIDNEY TROUBLES
in 48 Hours.

Superior to all other remedies.
SOLD BY ALL DRUGGISTS.

Grand Circuit Week
BRIGHTON TRACK
The \$10,000 Brighton Purse.

For 210 Races.
Also 215 Trot, 224 Trot and 3-year-old Pace
FIRST HEAT AT 2:30 P. M.
ADMISSION: 25c. First Prize \$100.
Reached by all Routes to Coney Island.

TO MASTER PLUMBERS.
All master plumbers are invited to attend a meeting to be held in room of the Master Plumbers Association, 155 East 88th st., at 3 P. M., Tuesday, August 19th, for the purpose of electing officers and members of the Association. A. W. REYNOLDS, Secretary.

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TAMMANY WAR, CANTOR INCENSED TRIPLE ALLIANCES BETWEEN DEMOCRATS

Leaders Warn Murphy Against
the Purchase of Amity with
Sheehan Democrats.

SARATOGA PLAN HALTS

Few Important Places on the County
Ticket, and These Must Not
Go to Outsiders.

BREECH IS GROWING WIDER

Mr. Cantor Has Nothing to Say and Mr.
Ridder Says German Voters
Will Scan the Field.

Complications have arisen which may bring about a postponement of the democratic conference which had been arranged for Saratoga this week. Plans had been made by the Tammany and Brooklyn leaders to bring the Greater New York Democracy back into the Tammany fold in a body and the treaty was to have been ratified in Saratoga by Charles F. Murphy, Timothy D. Sullivan and Hugh McLaughlin's representatives at the Springs.

Since the negotiations for the capture of the Greater New York Democracy became known to the rank and file of Tammany through the Herald there has been a vigorous protest from many of the district leaders against having any deal made with the opposition to which Jacob A. Cantor belongs. This opposition arises from the fear that Mr. Cantor, or some other of the Greater New York Democracy leaders, might succeed in obtaining a place on the Tammany ticket as the price of submission. There are so few important places to be filled on the county ticket that the district leaders are indignant over the possibility that one of them may go outside the organization.

MR. MURPHY WARNED.
Mr. Murphy has been informed that a majority of the democrats who followed the Greater New York Democracy leaders two years ago are now back in the Tammany ranks, and that if he makes terms with the men who are at the head of that organization he will be buying a "gold brick." He has also been warned that the professions of the men who deserted Tammany two years ago are no sincere, but are intended to alarm the fusion leaders into granting better terms than they would otherwise be disposed to give.

These and similar arguments have had their effect, and it has been decided to move slowly in the future so far as the Greater New York Democracy is concerned. Mr. Murphy made up his mind yesterday whether I shall go to Saratoga. Mr. Murphy said at Tammany Hall yesterday, "I do not know if I will go, but I do not think it probable that I shall go."

Mr. Murphy declined to say a word in regard to the attitude of the Greater New York Democracy. Of the reported desire of Hugh McLaughlin to have Bird S. D. Sullivan nominated for Mayor, he said he knew nothing beyond the fact that it was in the newspapers. His tone indicated that he was not enthusiastic over the possibility of Sullivan's winning the nomination.

District leaders declare that if Mr. Cantor came back to Tammany it must be on condition that he would not be in the ranks. It was evident that most of the leaders believe they can win without the assistance of Mr. Cantor or Mr. Sheehan.

Herman Ridder, who returned from a brief vacation in New Hampshire yesterday, said nothing to say, he replied when asked where he stood. "I am not developing all the time, and it is impossible now to make any predictions."

Mr. Cantor is inclined to believe the breach between the two men has become too wide to be healed.

MR. RIDDER'S ATTITUDE.
"I do not think the German-American Reform Union will take any action until the convention has been held, and we have had a chance to examine them. We want to know the candidates and the interest of the Platt-Odell-Roosevelt machine, that will make a difference. If Tammany places good, strong men in the field we shall take that into consideration. We shall make our decision with a view to the best interests of the party."

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SPECIAL NOTICES.

Constitution
Cured.

Good Health Is Utterly Im-
possible Unless the Waste
Products of the Body Are
Got Rid Of—A Safe, Nat-
ural Remedy Is To
Be Had from Any
Druggist.

Constitution isn't pleasant to discuss—it's unpleasant from any standpoint, but if you are sick and you are sick and will be sicker unless you are relieved.

The first question the doctor asks is—"How are you feeling?" The first thing he does is to make them act naturally.

If the undigested portion of the food is not removed through the bowels, it simply poisons the system and causes pain and disease.

It is only a matter of time before the system will be a mass of decay and disease.

Nature has provided you with bowels and nature has provided you with bowels and nature has provided you with bowels.

Anything which slows the system into activity is dangerous. Do not expect immediate perceptible effects from Iron-Ox Tablets. They produce a natural, regular building up of all the functions. This takes a little time, but success is absolutely certain.

Iron-Ox Tablets in an attractive aluminum packet cost 25 cents at druggists, or sent by mail on receipt of price. The Iron-Ox Remedy Co., Detroit, Mich.